



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 2

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Legislation Committee

September, 12, 2008

Minutes

Chair Rubin called the committee to order at 10:45 a.m. Members in attendance: Chu, Haggerty, Halsted, Lempert, Sperling, Worth, and Yeager. Also in attendance: Commissioners Bates, Mackenzie and Tissier.

Minutes

Minutes of the July 11, 2008 meeting were approved following a motion by Commissioner Worth that was seconded by Commissioner Halsted.

Legislative History

Rebecca Long, MTC staff, reviewed bills on the governor's desk that MTC supports. Chair Rubin asked Commissioner Bates, a former member of the State Assembly, for his opinion on the current budget delay. Commissioner Bates said California is one of just three states requiring two-thirds legislative approval for a budget, and the only state giving its governor line-item veto authority. He noted that Democrats, the majority party in both legislative houses, advanced a number of proposals to cut spending and raise revenues.

State Legislation

State Prop. 1A – Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century – Ms. Long said that the \$9.95B bond measure contains \$760 million for local rail connections to the high-speed rail system. The funds are allocated using a formula that distributes one-third on the basis of each entity's share of track miles, one-third on the basis of annual vehicles miles, and one-third on the basis of the number of passengers. The Bay Area operators' share would be approximately \$406 million, or 53 percent of the statewide total. The bond has the potential to reduce Bay Area and statewide vehicle congestion, divert air passenger demand away from congested airports and onto rail, reduce statewide greenhouse gas emissions, and generate funds for Bay Area transit operators. Commissioner Sperling moved a position of "support" that was seconded by Commissioner Halsted. The committee approved the motion for referral to the Commission, with Commissioner Haggerty abstaining.

Measure B - Santa Clara Valley Transportation Authority Sales Tax

Ellen Griffin, MTC staff, said that if approved by two-thirds of Santa Clara County's voters, the 30-year, 1/8 cent sales tax will pay for operating and maintenance costs associated with extending BART into Santa Clara County. In response to Commissioner Bates asking about cost to taxpayers, Commissioner Chu stated that the estimate is \$39 per household in the county per year. He said the County previously sought to raise taxes by less than 1/4 cent. Commissioner Haggerty moved a position of "support" that was seconded by Commissioner Yeager and the motion was unanimously referred to the Commission for approval.

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Ammiano
City and County of San Francisco

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Sperling
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Measure Q - Sonoma-Marin Area Rail Transit (SMART) Sales Tax Proposal

Ms. Griffin reported that Measure Q was placed on the November ballot in Marin and Sonoma counties by the SMART District and calls for a quarter-cent sales tax for a passenger rail system and connecting bicycle/pedestrian pathway along 70 miles of Northwestern Pacific (NWP) Railroad right-of-way. As a special tax, the measure requires two-thirds approval from voters in both counties. The SMART corridor is included in MTC Resolution 3434, the Bay Area's transit expansion blueprint. Measure Q will provide the local funding leverage necessary to attract additional matching funds at all levels of government. It is a critical element for the North Bay's efforts to provide travel options in the crowded Highway 101 Corridor. Commissioner Worth moved a "support" position that was seconded by Commissioner Halsted and the action was unanimously referred to the Commission for approval.

State Budget Update

Ms. Long provided a brief report on the budget.

Federal Legislation

FY 2008-09 Federal Appropriations

Randy Rentschler reported on the recent transfer of \$8 billion to the Highway Trust Fund (HTF). In response to Commissioner Chu's question about the HTF being drained sooner than anticipated, Mr. Rentschler said that a combination of fuel and gasoline price increases and a decrease in the sale of big rigs accounts for the lower tax revenues for transportation.

Tom Bulger's Report

Mr. Rentschler highlighted the Senate Democratic Caucus Transportation Infrastructure Forum on July 30 and the need to adopt a comprehensive transportation authorization bill.

Other Business/Public Comment/Adjourn

Under other business, Commissioner Haggerty reiterated his interest in using less paper and instead having flash drives available for commissioners to use with their own laptops; he requested a follow up from staff on the matter. There was no public comment. The committee's next meeting was scheduled for October 10, 2008. The meeting was adjourned at approximately 11:15 a.m.